

INTELLFAX 12

Approved For Release 2001/04/02 : CIA-RDP82-00457R003400610003-8

CLASSIFICATION: CONFIDENTIAL / S. OFFICIALS 25X1A

COUNTRY: Soviet Zone of Germany

TOPIC: Military Train Movements

25X1X

25X1A

ELO
616

EVALUATION: [REDACTED] PLACE OBTAINED: [REDACTED]

DATE OF CONTENT: [REDACTED]

DATE OBTAINED: 25X1A DATE PREPARED: 25X1A 29 September 1949

REFERENCES: [REDACTED]

PAGES: 25X1A ENCLORATED (NO. & TYPE): [REDACTED]

REMARKS: [REDACTED]

25X1X

[REDACTED] about 35 military trains, handled as first priority trains, passed through GOTTBUS from 5 to 15 August 1949.

a. The following details were reported on the twelve most important trains:

(1) 5 August 1949

(a) MAGDEBURG to FRANKFURT: 56 cars, two thousand armored troops, detraining at FAUER (A 69).

(b) YAGOWA, USSR to KOENIGSBRUECK: 50 cars, two thousand infantry.

(c) MAGDEBURG to KOENIGSBRUECK: 55 cars, two thousand infantry.

(d) FRANKFURT/Oder to WERMAR: 51 cars, two thousand armored troops.

(2) 6 August 1949

(a) FRANKFURT/Oder to HALDENSLEBEN: 1,220 armored troops.

(b) HALDENSLEBEN to KOENIGSBRUECK: 48 cars, 97 T-34 tanks and other armored equipment.

(3) 11 August 1949

(a) WERMAR to FRANKFURT/Oder: 28 cars, 1,200 troops with artillery weapons.

(b) WERMAR to FRANKFURT/Oder: 55 cars, two thousand infantry; detrained in GOTTBUS and moved on foot to GRABOW.

CLASSIFICATION: CONFIDENTIAL

S. OFFICIALS ONLY

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Document No. 2

No Change In Class.

Declassified

Class. Changed To: TS S C D

Auth. HR 700

Date: 25 Oct 2008

225

~~CONFIDENTIAL~~

25X1A

(4) 13 August 1949

(a) LEBIZIG to KOMMERSBACH: 31 cars, two thousand infantry.

(b) HAMBURG to KOMMERSBACH: 35 cars, two hundred troops,
37 T-34 tanks.

(c) GEHLAUFEN to KIRCHHOFEN: 60 cars, two thousand infantry.

(5) 16 August 1949GERMANY to SCHLESIEN: 56 cars, two thousand armored troops and
T-34 tanks.b. Three of these 12 trains are said to have come from the
Soviet Union, carrying a total of 6,000 troops (railroad stations
of departure: GLIWICZ and YABOON).c. A short message was received from one source in COTTBUS that
west-bound trains carrying Soviet troops which arrived from the
east about 20 August 1949 headed into the Soviet zone. Efforts
are being made to verify this report¹. Should the information
supplied by the two sources be confirmed, it could be assumed that
personnel attending courses of instruction and schools in the
Soviet Union participated in maneuvers which were held in the
Soviet zone of Germany in August 1949 (KOBLENZ and Thuringian
training areas). (Training schedules of the Soviet military schools
provide for two or three months' service with field units.)d. The nine shipments observed in the Soviet zone by one (?) US
source, indicate the transfer of units to the training areas
(TACKE-LICHEN, KOMMERSBACH, LETZLING Heath, EISENACH-ORNDORF).
It is believed possible that troops of various armies attended
these maneuvers, but this assumption has still to be confirmed
by other sources.2. Answers to individual questions concerning the loading of
military trains:a. How many men are normally loaded into each car, 25, 30, 35,
or 40? answer: The normal load of a freight car is 38 men, in
summer 40 (no stove).b. How many T-34 type tanks are loaded on a 2-axle car? On a
4-axle car? Heavier type tanks? Are many 4-axle cars available
for the transport of armored vehicles?

Answers:

(1) Normal load:

	<u>Capacity</u>	<u>T-34 Type</u>	<u>IS-1-3 Types</u>
2-axle car	15 to 20 tons	?	?
4-axle car	25 to 30 tons	1	1
6-axle car	50 to 60 tons	1	1

(2) In exceptional cases:

2-axle car	15 to 20 tons	1	?
4-axle car	25 to 30 tons	1-200	1000
6-axle car	50 to 60 tons	2	2

~~CONFIDENTIAL~~ OFFICIALS ONLY

~~CONFIDENTIAL~~

25X1A

These exceptional cases show that the Soviets disregard security regulations, if necessary.

(3) Available information on the total stock of 4 and 6-axle cars available in the Soviet Zone are not at hand. A load may be given by the following inventory figures ascertained by the BERLIN railroad directorate on 30 April 1949:

4-axle cars with load capacity units

up to 25 tons	0
up to 30 tons	73
up to 35 tons	161
up to 40 tons	20
up to 45 tons	3
up to 50 tons	8
over 50 tons	4.

6-axle cars with load capacity

up to 40 tons	1
up to 50 tons	12
up to 60 tons	0
up to 80 tons	2.

c. would trains from HALLEBURG normally be routed through GOTTFRIEDS with destination FRANKFURT ? From HALLE ? From WEISAU ? From HALLERSLEBEN ?

Answers:

(1) Trains from HALLE and EISENACH to FRANKFURT/Oder are normally routed thru GÖTTFRIEDS.

(2) Trains from HALLEBURG and HALLERSLEBEN would be normally routed thru BERLIN. To ease the strain on the BERLIN traffic junction, most trains from HALLEBURG and HALLERSLEBEN to FRANKFURT/Oder actually have been routed through GOTTFRIEDS for some time.

d. would routing of military trains within the zone be known to personnel in large stations other than on the route of travel?

Trains from the USSR and Poland into the zone ?

Answer:

According to available information, only operating personnel of the large stations on the route of travel of military trains are notified of military trains which are to pass their stations. The places of origin and destination of these trains are usually withheld. This holds for intrazonal trains and for trains coming from Poland or the Soviet Union.

e. At what level of direction would this information normally be available ?

Answers:

- (1) Transportation Administration of the S.A.
- (2) Soviet military representatives at the railroad directorates.
- (3) Operational control offices at the railroad directorates.
- (4) German main dispatch offices ("Oberzulichtungen").
- (5) German dispatch offices ("Zulichtungen").

~~CONFIDENTIAL~~ / US OFFICIALS ONLY

~~CONFIDENTIAL~~ US GOVERNMENT USE ONLY

25X1A

f. Is it SOR at present for military trains carrying troops and equipment to have first priority over reparation trains? Over regularly-scheduled passenger trains?

Answer:

Military trains carrying troops at present have first priority over all freight trains, including reparation trains, but priority rights have to be given each individual train. Supply trains have priority over freight trains only in exceptional cases. Military trains carrying troops and equipment at present have no priority over regularly-scheduled passenger trains.

- o Only on cars with 50 or more tons load capacity.
- oo Two tanks on cars with a load capacity of 50 tons or more.
- ooo Cars with a load capacity of less than 50 tons also carried a tank of this type.

25X1A

ø

~~CONFIDENTIAL~~ US GOVERNMENT USE ONLY